THE 2-CENT-PER-MILE RATE

Some Long Heads Argue that in the Event of a Cut Travel Will Be Doubled.

Rates Being Slashed with a Reckless Disregard to Consequences from Boston to Frisco -Collectors Must Go, and Scon.

In passenger circles one of the leading questions now discussed is, would travel increase were 2 cents instead of 3 cents per mile the rate, and there is a great difference of opinion about the matter, many believing that with a 2-cent-a-mile rate between all points travel would double. In such case the roads would gain through a reduction. Others take the position that most of the travel which does not go on mileage books either has second-class tickets or would as readily pay 3 as 2 cents per mile, while others take the position that 2 cents per mile should be made the rate in ordinary coaches, and that the parlor cars should be made so superior to the ordinary coach that travelers will be willing to pay 3 cents per mile for the exclusion and comforts the better car would give, and in this way things would be evened up. That fares should be graded by the character of the equipment one travels on is admitted by all. English roads set an example in this respect. The fare for the different grades is about as follows: First-class, 4 cents a mile; second, ! S cents; third, 2 cents. Some of the railways have ceased to issue second-class fares, confining their traffic to first and third-class passengers. This, it was thought, would merease the patronage of the highest grade of travel, but the effect has been the opposite of that, the returns showing that each year dohn Buil is less and less inclined to indulge in the expensive luxury of a first-class compartment, and more and more determined to put up with the everimproving third-class service, which takes him just as quickly to his destination, and in these later and better days is held to be almost as respectable.

Transcontinental Rates Slashed.

President Manvel, of the Santa Fe road has sent a communication to the president of the Western Traffic Association giving notice that on June 15, 1892, the Santa Fe road will establish a rate of second-class business to the Pacific coast, as follows: From Chicago and common points, \$34.30; from Miss:ssippi river points, \$20.81; from Missouri river points, \$14.30.

In California all railroads are cutting rates to Eastern points, particularly Misblocks of tickets, and special agents are making headquarters in Pittsburg or Allewell supplied. It is a war of ticket-scalpers by and with the connivance of transcontinental roads. Tickets are selling to Kansas City for \$15 and upward, and tick-ets to New York are reduced all the way

from \$18 to \$25 rate. According to advices received yesterday, Boston & Albany, the Vanderbilt lines, the Chicago & Northwestern, and the Union Pacific for the payment of a commission of \$20 on every second-class ticket sold from Boston to the Pacific coast points. This introduces a fresh complication into the transcontinental commission question which has already been in such a snarl that it was found necessary to turn the whole matter over to the advisory board of the Western Traffic Association for adjustment. If the report be true it will have the effect of cutting the rate even below the basis which the Atchison announced its intention of adopting June 1 next. The regular second-class rate from ston to California points is \$57.75. A commission deducted from this would ve \$37.75 to be divided among the roads ngaged in the traffic. The rate from Boson to Chicago is \$19, and this added to the Atchison's proposed rate of \$24.50 would make the through rate, with no commissions deducted, \$43.30, or \$5.55 more than the revenue derived from the rate of each ticket under the Vanderbilt-Uniou

Pacific deal. It is said that the purpose of

this combination is not to compete for im-

migrant business, but to make war on the

tourist cars which some of the transconti-

nental lines use to attract second-class

The Conductors Vindicated. The dismissal of all ticket collectors employed on the Evansville lines is attracting more than ordinary attention, so well is it known that D. J. Mackey, president of the lines, would not promulgate such an order unless he was convinced that the companies profited nothing through their employment. The Evansville Journal, in "It means that they have been vindicated of unwritten charges against them. This is the second system to do away with collectors, the road that originated the idea having returned to the old system, after trying the plan for more than a year. The Atchison, Topeka & Santa Fe officials conceived the idea that the conductors were robbing the road on the 'knock-down' plan, and decided to place collectors on the train to take up fares. There was no perceptible increase in the passenger earnings, and the salary of the collectors was a dead expense. It was clearly shown that if there was any stealing going on the collectors did it as systematically as the conductors and from the very start, when "spot'ers" were thicker than three in a bed. So the conductors were ordered to collect tickets again, but their salaries were increased 10

per cent." More Ticket Pirates Loose.

The general passenger agents of all of the Chicago and St. Paul lines have united in a communication to S. W. Bassett, general passenger agent of the Pittsburg & Western road, notifying him that there are tickets of his company in the hands of Chicago brokers good for transportation from Chicago to St. Paul. As there is evidence of deliberate manipulation in the manner that these tickets are being haucled, Mr. Bassett is requested to take immediate steps to withdraw them from the market. Similar notice has been served on C. O. Scull, general passenger agent of the B. & O., over which the Pittsburg & Western reaches Chicago.

Promises a Perfect Circus.

The next meeting of the advisory board of the Western Traffic Association will be held in Chicago, April 12. This is expected to be by far the most important meeting that has been held since the organization began, and there are some people who think it will be the last. The Missouri l'acific's demand for the Burlington scalp. the Atchison's application for a reduction in second-class transcontinental rates, the Rock Island's determination to reduce the rate on ore from Colorado points to the Missouri river, and other matters of similar character, have caused so much friction that a barmonious adjustment of all difterences seems to be almost impossible.

Drummers Want 5,000-Mile Books. The Western Passenger Association has been requested to name a date when a committee of the Commercial Travelers' Federation of America may appear before it and argue for the adoption of a 5,000-mile interchangeable ticket to be sold at a flat rate of 2 cents per mile. Every safeguard the roads may decide to attach to such tickets the traveling men promise to accept and respect. They pledge themselves to co-operate in doing whatever is necessary to protect the interests of the roads.

Personal, Local and General Notes. E. L. Kraffp, chief train-dispatcher of the Indianapolis & Vincennes road, is so ill as to confine him to his bed.

Indications are that the rate war between the Pennsylvania and the L., N. A. & C. will extend to freight traffic. W. H. Brown, receiver, will turn the Cincinnati, Jackson & Mackinaw road over to himself as president of the reorganized company on April 1.

& Dayton lines is moving along smoothly.
So large a per cent. of the travel on that ers, and they have proved extremely serviceable."—Rev. Henry ward Beecher.

"Brown's Bronchial Troches." "I have commended in a general way, the interesting utterances having been made. The address closed in a general way, the interesting utterances of support from prominent Republicans in different parts of the State.

The address closed in a general way, the interesting utterances of support from prominent Republicans in different parts of the State.

The address closed in a general way, the interesting utterances having been made. The audience clamored next for John Kern, but in deference to Mr. Nye, who rivals Mr.

war in the Chicago & Ohio River Association territory is giving them no anxiety. K. E. Palmer and H. Chambers, of Peoria, Ill., representing respectively the Chicago & Rock Island and the Santa Fe roads, are

in the city on official business.

C. G. Hancock, general passenger agent of the Philadelphia & Reading, has been appointed general passenger agent of all the lines owned, leased and controlled by the P. & R. company. On Sunday last the Wabash made a good

run with a theatrical troupe from St. Louis to Chicago, covering the 286 miles in six hours and thirty minutes, or forty-four miles per hour, including stops. J. H. Setchell, representing the Pittsburg locomotive-works, is in the city. He states that the works were never more

busy, and the prospects are that for many months they will be fully occupied. The Erie people are so pleased with the workings of their new block signal system between Kent, O., and Salamanca, N. Y.. that they will at once extend the service to Chicago and Cleveland on the Western

W. H. McDoel, general manager of the L., N. A. & C., will be in the city to-day. Probably some decision will be reached as regards the putting on of an early-morning train out of Indianapolis, so much desired by business men.

C. J. Jacobs, superintendent of the Amboy division of the Illinois Central road, has tendered his resignation, to take effect April 1, which is the fifty-fifth anniversary of his entering railroad service, he begining on the Baltimore & Ohio road April 1

John Newell, president of the Lake Shore road, on learning that the passenger de-partment had decided, in connection with the Michigan Central, to make a \$10 rate between Buffalo and Chicago, to meet the Nickel-plate and the Erie, protested, and it is probable that the notice will be with-

A bill has been introduced in the Iowa Legislature making it unlawful for any road in that State to employ as engineer any man who has not previously served as a locomotive fireman for three years, and no engineer can run a passenger train who has not had one year's experience as an engineer. The penalty for violation is \$1,000. M. E. Ingalls, president of the Big Four. says the system will be operated this year on 67 per cent. of its gross earnings, and when the additional sixty new engines are received he expects to reduce the operating expenses to 65 per cent. of the gross earnings. which is as low as any Western road can be operated and the physical condition

of the property maintained. The Canada Southern fast-freight line has commenced operating over the Louisville, New Albany & Chicago road, and announces that it takes business for all delivering points in Baltimore and Philadelphia. C. R. Watson is to represent the line at Indianapolis and at Louisville. He will also continue to represent the Blue line. Both are Michigan Central institu-

A railroad men's club is to be organized, to include master mechanics, master car builders, road foremen of engines, traingheny. The object of the association is to meet and interchange views on all matters pertaining to management and working of the transportation and mechanical departments.

The Railroad Officials' Association of the Pennsylvania lines west of Pittsburg. of which Joseph Wood is president and John F Miller chairman, will convene to-morrow in Pittsburg. F. G. Darlington, superintendent of the Indianapolis division; M. W. Mans-field, superintendent of the Indianapolis & Vincennes road, and Harry Miller, super-intendent of the Louisville division, will leave this evening for that point.

An assessment of \$2 on all members of the Order of Railway Conductors has been ordered, to aid the fraternity on the Canadian Pacific road. The circular calling for aid says that conductors have been dismissed because they would not withdraw from the organization. The Indianapolis division will forward nearly \$600 in a day or two, and the association as a whole nearly \$60,000, as the membership is now

nearly thirty thousand. The Central Equipment Company, a new corporation, composed mostly of Terre Haute capitalists, is now in full operation, and H. G. Sleight, of the Vandalia, is its car accountant, C. Fairbanks president, and Charles Minshall treasurer. Circular No. 2 has been issued, which says that the company has placed in service thirty boxcars marked "Terre Haute Brewing Company." thirty buggy cars marked "Parry Manufacturing Company, Indianapolis, twenty-five box-cars marked "W. L. Kidder & Son, Terre Haute," and thirty box-cars marked "Central Equipment."

The Atchison, Topeka & Santa Fe has been surprising passenger men for some weeks by the reforms it has been introducing on the commission question and rate matters; now the auditor of the road surprises freight officials by announcing in a circular to roads which work with it the following: "To indicate the policy of this company in relation to what are known as 'help-out' claims, and to reduce to a mini-mum the labor and time required to adjust commenting on this unexpected move, says: | them, notice is hereby given that other companies will not be requested to assist in the payment of claims for loss, damage or overcharge caused by errors or negligence of the employes of this company, nor will this company participate in similar claims arising through error caused by the employes of other lines."

In passenger circles it is thought that the Chicago & Alton is doing too much boasting over the new trains it has put on beween Unicago and St. Louis, There are dozens of sch-duled passenger trains which far exceed these trains in speed. The Chicago & Alton makes the run from East St. Louis to Chicago in eight hours and fifteen minutes; distance, 283 miles. The Southwestern Limited makes the ran over the Big Four from Indianapolis to East St. Louis in six hours and tifty minutes: distance, 261 miles. Velocity of the C. & A. train, 363-5 miles per hour; velocity of the Big Four train, 40 2-5 miles per hour. The Chicago & Alton loses more time in run-ning into or out of Chicago, but by no means does it amount to the difference in the velocity of the trains the whole dis-

For some years the Pennsylvania lines east of Pittsburg have had a fire insurance department in which all buildings on the system worth over \$1,000 were insured in what is called the l'ennsylvania Insurance Fund. The department has an inspector to whom losses are reported, and he then visits the place and fixes the sum of the loss and draws on this insurance fund to rebuild. The department is now to be extended over the lines west of Pittsburg, it having been found to be the cheapest method of mauring the company's property against fire. As east of Pittsburg every etfort is to be made to protect buildings against fire, proper apparatus, such as ex-tinguishers, hose and hose reels, are provided, and the apparatus is inspected once a month. In the larger buildings, shops, etc., automatic watchmen detectives are to he placed, which will show that the watchman is on duty at all times, and the whole is systematized so as to make it less expensive than to carry insurance with the regular fire insurance companies.

DAILY WEATHER BULLETIN.

Forecast for Thursday. WASHINGTON, March 23-8 P. M.-For Ohio, Indiana and Illinois-Warmer; fair weather; west to south winds.

Indianapolis, March 23.						
Time.	Bar.	Ther.	R. H.	Wind.	Weather.	Pre.
7 A. M. 7 P. M.	30.06 30.22		70 63	West. West.	Cloudiess.	
ature.	30. T of the 23:	he fol	lowing	is a con	nimum ten aparative s recipitation	tate-

Mean 34 0.01
Departure from normal -- 8 -0.12
Excess or deficiency since March 1. -105 -1.70 Excess or deficiency since Jan. 1 ... -86 -3.35 C. F. R. WAPPENHANS, Forecast Officer.

Where Dees Abrams Keep Himself? There has for some time about the courtnouse been considerable complaint about the varying hours of the city clerk. Very often the office is closed during the middle of the day. It is worse than when Bud Swift was the incumbent-out of the frying-pan into the fire.

BUTCHERING ISAAC PUSEY

Cleveland Worshipers Unsheath Their Snickersnee and Go Out for Ber-lud.

Shanklin Waves the Gory Weapon and Green Smith, Kern and Others Echo His War-Whoop-Rice Gets Out of the Camp.

The James R. Shields Club held its first public meeting last night at Masonic Hall, where an address was made by Hon. J. G. Shanklin, editor of the Evansville Courier and candidate for the Democratic nomination for Governor. A band and a street parade succeeded in drawing a crowd of about two hundred people. The Shields Club is a political organization of Irish citizens. It sprang into existence shortly after the German-American Club was organized, and is intended to watch the party interests of the Irish. There was never a time when the Irish Democratic voters had received more political consideration, but the fact that the German members of the party had organized for that same purpose, made an Irish organization necessary for purposes of defense. Maurice Donnelly, an importation so recent as not yet to be fully naturalized, was made the president, and at the meeting last night installed Mayor Sullivan as chairman of the meeting in a brief but well-committed speech. On the stage were seated Alonzo Green Smith, Claude Matthews, and other State officers, Sterling R. Holt, Henry Spaan, Judge Buskirk, John Kern, William Wesley Woollen, Hon. Mortimer Nye, Edward Hawkins, and other members of the city government, all acting as vice-presidents. Non-partisan chief-of-police Thomas F. Colbert was conspicuous by his presence as one of the vice-presidents, wearing a club badge. John P. Frenzel, president of the Citizens' company, was on the list, but did not appear. The German Democrats had een courteously invited to be present and sit as guests of honor, but they failed to a man to show up. The only German observable was Paul Wolf, and he stood outside the threshhold of the door, leaning against the lintel. Hon. James H. Rice, who favors making a tight for Gray for the presidential nomination, and for nobody else, was evidently not in full sympathy with the programme, and did not stay to hear Mr. Shanklin, who is, as he announced, an ardent Cieveland man.

SULLIVAN'S STARTLING SPEECH. On taking the chair, Mayor Sullivan delivered a somewhat extended address, with the monotonous trip-hammer infle ction, on the life of Shields, who is distinguished as one of the two men in the history of the country who had been Senators from two states, the other being Carl Schurz. He pointed out as a coincidence that both were foreign-born citizens, and held up the fact as proof of the fact that America is the home of the free, and offers the encouragement of its highest honors to foreign-born as well as native citizens. He concluded by introducing Mr. Shanklin, who was received with great

applause. Mr. Shanklin, in evening dress and a boutiniere, arranged his glasses, and in the course of conventionalities, announced that he would talk on the "Relation of the Irish Race to the Democratic Party." If. broad domain of general political discussion he felt sure that he would be excused by the audience he was addressing. The speaker then described in a graphic and entertaining way his arrival in Dublin, when, as a boy, he visited the home of his ancestors. The ride with the cabman from the quay to the hotel, and the Irish blarney which, mingled with his Irish patriotism, afforded the speaker abundant opportunity for a bright and witty period which evoked applause. He referred to a certain bridge, where the driver said one always sees a white horse, "and faith, there cooms one now." This point evidently came close home to a large part of the audience, for laughter and cheers of recognition greeted the narration. Mr. Shanklin next traced briefly the story of Ireland's wrongs, which began, he said, in the reign of Henry II. He found, in the conduct of the race against this op-

pression, the spirit and love of lib-erty, which, on coming to America, makes the lrishman naturally allied with the Democratic party. Here he branched off into a sketch of the history of the Democratic party. It had first to con-tend with the Federalists, then with the Whigs, then with the Know-nothings, that masquerade of all political heresies and bigotries, and last the Republican party. The Republican party, he said, was founded on a grand idea of liberty, bringing emancipation to four million slaves. Its achievements constitute a noble theme in this regard. Men of all parties now rejoice that there is no foot of slave territory in this great country. But, nevertheless, in the speaker's opinion, the Democratic party offers the widest liberty, and Irishmen are its adopted children. The great bulk of the Irish, he said, are Democrats. There is occasionally a Republican Irishman, may | county.

to a special dispensation. Mr. Shanklin indulged his wit for while with harmless allusions to the McKinley "free-list" under the tariff law. He said the fact that free sugar has made cheap sugar disproves all the argument of protectionists, but he did not say that sugar was taxed for revenue, not for protective purposes. It is the usual and generally uncandid error of free-traders.

THE SLAUGHTER OF ISAAC PUSEY. The audience was next entertained with a sustained period which makes "mighty interesting" reading to Governor Gray and the rest of the State. It left the Gray boom flat on its back.

"We are now on the eve of a great campaign," continued the orator, "which is to decide whether the great principles of Democracy are to be perpetuated, or whether the party is to crushed out of existence, I lieve in this crisis all | personal considerations should be laid aside. As Indianians, we would rejoice at the elevation of our gifted leader. Governor Gray. He has proved bimself a true knight in many a fiercely-contested battle. If we could speak the word that would make him President it would be spoken, but it is so plain that 90 per cent. of Indiana Democracy, as well as of the party at large, is for Cleveland's re-nomination, that he who runs may read. We cannot mold the Democratic sentiment of the country with our thirty votes from Indiana. The State has been discredited in the eyes of the party by its repeated demands for first place on the ticket, with the palpable alternative that it would take the second. We have gone to national conventions with first-end pretensions and tail-end expectations, until Indiana's welcome has grown somewhat cold. The time has not yet come for a presidential candidate from Indiana.
The sentiment of the party in this State, I say it solemnly and with a full sense of its meaning, is for Grover Cleveland. [Wild applause.] He led us in 1884 out of the wilderness of defeat. He found the Democratic banner inscribed with all kind of subterfuges, prompted by timidity and indecision. He took it up bravely, and when it was again unfurled there were inscribed upon it the sentiments and principles which the founders of the party gave as its shibboleth and rule of action-the equality of all men bedistinctions, no taxation except for governmental purposes, no special legislation discriminating to the advantage of the rich and oppression of labor. of our latter day Democracy. [Cheers.] This is the feast to which the national Democracy to-day invites the voters of the country. The head of the table is wherever the McDongal sits. Indiana is not estranged from her sisters of the Northwest, of the South and of New England. She lifts

her voice in unison with the overwhelming

and emphatic decree that Cleveland is still

the living apostle, the incarnation of Dem-



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Daily. † Daily, except Sunday. FROM INDIANAPOLIS TO LEAVE ARRIVE Columbus, Ind., and Louisville. 3.40 am *10.50 pp.
Philadelphia and New York...* 4.45 am * 9.00 pp.
Baltimore and Washington....* 4.45 am * 9.00 pp.
Dayton and Springfield.....* 4.45 am † 9.00 pp.
Martinsville and Vincennes.... † 8.00 am † 5.15 pp.
Martinsville and Louisville..... † 8.00 am † 6.00 pp.

VANDALIA LINE TO ST. LOUIS AND THE WEST. At Indianapolis Union Station: Leave for St. Louis: 0 a,m., 11:50 a.m., 12:55 p. m., 11:00 p. m. Trains connect at Terre Haute for E. & T. H. points. Evansville eleeper

on 11:00 p. m. train.

Greencastle and Terre Haute Acc., leaves 4:00 Arrive from St. Louis, 3:30a. m., 4:15 a. m., 2:50 p. m., 5:20 p. m., 7:45 p. m.

Terre Haute and Greencastle Acco. arrives of Sleeping and Parlor cars are run on through

THE VESTIBULED PULLMAN CAR LINE No. 82—Chicago Lima Puhiman Vestibuled
conches, parlor and dining car, daily11:35 bm
Arrive in Chicago 5:20 pm.
No. 34—Chicago Night Ex., Puliman Vesti-

No. 31—Vestibule, daily 4:20 pm
No. 33—Vestibule, daily 3:25 am
No. 39—Monon Acc 10:40 am
Puliman vestibuled sleepers for Chicago stand at
west end of Union Station, and can be taken at 5:30 p. m., daily.
Ticket Offices-No. 26 South Illinois street, and at

Shanklin in his aspirations before the party, Mr. Kern would not respond until Mr. Nye had spoken. Mr. Kern then said he indorsed what Mr. Shanklin had said to the dotting of an i and the crossing of a t. A. G. Smith was called out and promised to oppress his party with one hundred down by Grover Cleveland. Mr. Sparan and others spoke briefly and the audience was dismissed.

Trying to Revive Camp Gray. It would be pitiful, if it were not absolutely ludicrous, to witness the efforts of certain contingents of the Democrat party to reorganize "Camp Gray," an erstwhile attachment to the Democracy of Marion

"Camp Gray," as formerly constructed was composed for the most part of Democratic soldiers, and it is claimed in some quarters that the organization was of great benefit to the Democratic cause. Many of them were enthusiastic "whoopers-up" for the various candidates on that side of the political house. For the past year, however, it has been generally known that the old soldiers had begun to realize that they had been made dupes of by the leaders of the party, and they have become lukewarm, 'indifferent, and even bellicose. They have refused to be led around by the nose, and have declared hereafter they would be independent and vote, when election time came, as they saw fit. "Camp Gray" had become entirely disintegrated. "gone up the flume," so to speak; but now it leaks out that a few of its old-time members are trying to revive it. The movement is headed by Atkinson, David Fletcher and Col. Montgomery Downs. Incidentally it might be mentioned that General George W. Koontz, Col B. C. Shaw and General Lewis are also active promoters of the work of reorganization. These faithful six, with now and then an outsider or twe, have been having regular weekly meetings at the court-house for some time past. It is so near the time for another campaign that even old soldiers are permitted to use the court-house for political

The object of the revivers seems to be to further the interests of Capt. Hilligoss, of Muncie, and to see that his name is presented to the State convention for the office of Secretary of State, and then incidentally to see to it. that in case of his nomination and election, Col Downs and one Atkinson are appointed to lucrative positions in the State-house. The Indicrous feature of the thing is that of six or seven bundred Democratic soldiers in Marion county, only six or seven can be found who can be persnaded to take any interest in a movement that is presumed to be for the advancement of the Democratic cause.

Candidate for Treasurer. The friends of Hon. Leonard Wild, of Noblesville, will not only present his name in the next Republican convention for the nomination of State Treasurer, but they fore the law. No special privileges or class | express a determination to place his name on the ticket. Mr. Wild is one of the most prominent and successful business men in Noblesville and vicinity, where he has Cleveland [applause] is the special apostle | lived for many years, during which period he has won the esteem of the people in that part of the State. Mr. Wild is fifty-seven years of age and came to this couptry from Germany twenty-seven years ago. He has, during all the years that he has been a voter, been an earnest and active Republican. Mr. Wild's friends put his name before the last State convention, and without any real effort he stood next to ocratic thought and aspirations. | Great | the successful candidate. His friends, among whom is Senator Boyd, have many

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Simpson

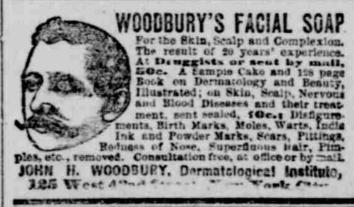
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9 p. m.

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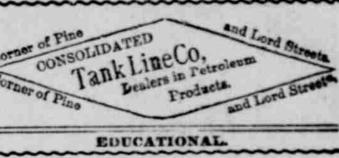
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